MR. CHAIRMAN: All right. Let the hon. Minister respond. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: It is regarding the mechanism of review by the Home Secretary every three months and to have proper coordination between the States. Is that mechanism in place? Or are you going to revive it?

SHRI P. CHIDAMBARAM: Sir, with your permission, I need to respond to the reference to Salwa Judum. The question that was put by the hon. Member Mr. Raja was: Is the Government of India in favour of non-State players like Salwa Judum taking on the Left-wing extremists? My answer was carefully worded. I said that we are not in favour of any non-State players. That could be a political party. That could be Salwa Judum. That could be any one else. We don't want any non-State player to take on Left-wing extremists. We want the State to take on the Left-wing extremists. I don't know when my good friend, Mr. Venkaiah Naidu, last met the Chief Minister of Chattisgarh. I think the Chief Minister of Chattisgarh now more or less accepts my line on this. ...*(Interruptions)*... That's a different matter. ...*(Interruptions)*... That's a different matter.

SHRI M. VENKAIAH NAIDU: I will make him talk to you.

SHRI P. CHIDAMBARAM: We are in touch very regularly. Sir, as far as this review mechanism is concerned, I don't set much store by these formal reviews which are ritualistic, once in three months. We have gone far beyond that. We have involved the State Governments in drawing up plans. The plans are being drawn up in very close consultation with the State Governments. The plans are reviewed by the Chief Ministers and me. The plans are being drawn up. State plans are also being drawn up. They are integrated with the Central plan. As I said, details cannot be disclosed. But, we have a whole division and we have a military adviser now to draw up these plans. So, we have gone far beyond these ritualistic or formal quarterly consultations. Now, a joint action plan is being drawn up.

Highway projects in Phase-III of NHDP

*162. DR.T. SUBBARAMI REDDY: ††
SHRI RAJEEV SHUKLA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government had planned 48 highway projects in different States at a total projected cost of Rs. 47,181.08 crores in phase-III of National Highways Development Project (NHDP);

(b) if so, whether detailed project reports on these 48 projects were already ready but due to delay of taking decision by Finance Ministry, these projects could not be taken up when these were forwarded to them in 2005;

(c) if so, what were the main reasons for the Finance Ministry not taking necessary steps as required; and

(d) what steps are now being considered to take up those projects and avoid delay in future?

The question was actually asked on the floor of the House by Dr. T. Subbarami Reddy.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) Yes Sir.

(b) to (d) DPRs for none of 48 projects, except for Barhi-Hazaribagh project, were ready in 2005. As the DPRs were not ready in 2005, there was no occasion for delay in taking decision by the Ministry of Finance in 2005. 4 projects have since been awarded and bids have been received for 4 projects. Restructuring of the remaining projects has been undertaken by the NHAI to improve their viability.

DR. T. SUBBARAMI REDDY: Sir, first let me congratulate Mr. Kamal Nath for taking very dynamic action for building up the National Highways. He has announced a few days back plans to invest Rs.1 lakh crore to build up 12000 kilometres a year. That means, he has stretched that six times more than what was done in the last ten years. So, I would like to say, on the one side, lot of litigation is going on in a number of contracts and projects and, on the other side, lot of red-tapism is there and speed is slow. What about the mechanisms that were introduced to achieve these very ambitious projects? The House would like to know. Also, I would like to congratulate him if he achieves them.

SHRI KAMAL NATH: Sir, there is a huge gap in our road projects in the country. Just to give a sense of things, the total roads in the country are 34 lakh kilometres, out of which, the National Highways are a mere 70,000 kilometres. So, a quantum jump is required. It is not just something which is incremental by a few percentage points. That is why, I have set a target of attempting to do 20 kilometres a day which means 7000 kilometres a year. Sir, this involves roads which are six-lane, four-lane and also, enhancing the two-lane. That means, putting shoulders on two-lanes. All this, obviously, depends on what the traffic can bear, it depends upon the traffic. Much of this has to be on the tolling method, on BOT toll basis. We are also looking at the annuity process and the EPC process. So, we are now drawing up work plans, annual work plans, for this year and the next year because before we start constructing a road, we have to have a feasibility report, and we have to invite a bid. With regard to the hon. Member's question about dispute litigations, it is a fact that there are substantial dispute litigations. There is a process; we are looking at this process of dispute resolution, arbitration because, as we all know, in Government, the feeling is, whoever authorises any payment or whoever approves any payment can be hauled up at some point of time. There is this fear. When there is a dispute and it is not resolved at the proper time, it goes to arbitration; then, the arbitrator goes to the court. This, obviously, sucks out the liquidity from contracting companies. Contracting companies are resource also. We are looking at this and how we can improve upon this so that this problem is remedied.

MR. CHAIRMAN: Thank you. Second supplementary.

DR. T. SUBBARAMI REDDY: Sir, naturally, we would like to have more competition in bids. Recently, there is a shocking news. Since the pre-qualification criterion has changed, instead of 18-

20 bidders, there are going to be 4-6 bidders. Is it a fact that with the Planning Commission's advice, you are going to change the pre-qualification rules, which is going to minimise the competition? And secondly. ...*(Interruptions)*...

MR. CHAIRMAN: One question, please.

DR. T. SUBBARAMI REDDY: No, no, Sir; the Minister has not told us what is the magical mechanism to achieve one lakh crores. One lakh crores is not a joke. He has given a simple reply, "One lakh crores are to be achieved in one year!" It is not a joke. So, what is the magical mechanism that he is going to introduce and make us spellbound as a nation? I would like to know this.

SHRI KAMAL NATH: Sir, there is no magic in this. To create a structural strength, to plan it correctly, it does involve one lakh crores. But part of this will be funded on the BoT toll process by the private sector. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: What is the mechanism, I want to know.

SHRI KAMAL NATH: I am just coming to that. Sir, where it is going to be funded on the toll process, obviously, the concessionaries will have to look for financing. It will not be a total Government funding. On the other hand, there are annuity and EPC. The Government will look at various methods of funding; whether it is a sovereign fund or whether it is a pension fund, we look at. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: What is the mechanism you are going to introduce?

MR. CHAIRMAN: Please don't interrupt. ...*(Interruptions)*... Please don't interrupt.

DR. T. SUBBARAMI REDDY: The system is going on. What is the new mechanism you are introducing or are going to introduce?

MR. CHAIRMAN: Please resume your seat.

SHRI KAMAL NATH: Sir, I said so at the first instance that for works which have to be taken up next year, the process is being started. Before we can build a road, we are going to have a feasibility study. Even for roads which have to be built two years later, we are looking at the possibility of feasibility studies commencing now. So, the planning process is being modified, is being changed and is being strengthened. The structural strength of NHAI also needs to be strengthened. We require decentralisation of NHAI. NHAI must have its own cadre. So, there is strength. You have to look at the entire spectrum of activities to be able to achieve such a target.

MR. CHAIRMAN: Shri Rajeev Shukla.

DR. T. SUBBARAMI REDDY: Sir, he has not replied to my supplementary.

MR. CHAIRMAN: If you are not satisfied with the answer, please write to him.

SHRI KAMAL NATH: Sir, I will answer. ...*(Interruptions)*...

MR. CHAIRMAN: I am afraid, this interruption will not be allowed; I am sorry. ...*(Interruptions)*... You have asked a question and you have asked two supplementaries.

DR. T. SUBBARAMI REDDY: *

MR. CHAIRMAN: No, no, no. ...*(Interruptions)*... Please listen to me. If he has not done, please write to him and you will get an answer. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: * ..*(Interruptions)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*...

SHRI KAMAL NATH: Sir, I will do it. I will do it. ...*(Interruptions)*... Sir, the hon. Member has raised a valid point about the pre-qualification, about the number of contractors needed. If we have got to do a large amount of construction, we need a large amount of contractors. Now, in the pre-qualification this is being carefully thought of; we want to make sure that the people are not underqualified to bid. So, if there is a specific instance, I do not know which instance he is talking about, but if there is any specific instance, I will be happy to look at that.

SHRI RAJEEV SHUKLA: Sir, my friend Mr. Subbarami Reddy started his Question by congratulating the Minister, but later on, he was fighting with him! ...*(Interruptions)*... Sir, I think the Minister is going to face a very uphill task as far as these projects are concerned. The recent statement of NHAI Chairman is very shocking. He has said, "We will not be able to achieve the target of 20 kms. roads per day. We can only make 8 kms. per day in this year." Apart from that in 2008, not even a single contract was awarded; 38 projects did not get even a single bid. So, I want to know from the Minister, how, with all these impediments including land acquisition, he is going to complete the target.

MR. CHAIRMAN: Thank you.

SHRI KAMAL NATH: Sir, obviously, when I say 'we are going to do 20 kms. a day', we cannot start this from next month. It is to be a planned process. As I said, the target is 20 kms. to be achieved next year. There is a lot of advance work. One of the biggest challenges in achieving the target is the question of land acquisition. The State Governments are the implementing agencies for land acquisition. I have taken up this issue with various Chief Ministers and I have been assured their cooperation because the States are as hungry for the roads as anyone else. It is development of their States. I am sensitising the State Government and I am sensitising the Chief Ministers to play a more pro-active role in land acquisition. I am hopeful that we will be able to do this. In the case of roads 10 metres this side and 20 metres that side happens and the value of the land goes up. So, it is not a very combative issue, but it is very essential that we streamline all aspects. As I said, there has been a lull in the awarding of contracts. When a contract is awarded, when a project is conceived,

sometimes it could be over-engineered and sometimes it could be under-engineered. By this what I mean is, what is the number of underpasses that we will have, what is the number of service lanes that we will have, etc. So, in the case of some projects for which we have invited bids, we have got no bids. We didn't get bids for reasons, it came at a time when the global economic situation and even the economic situation in the country was a bit uncertain. The global economic situation was under stress.

SHRI ARUN JAITLEY: Sir, the Minister has very candidly admitted that in the last two years the progress of the National Highway construction programme has been delayed. He has also mentioned that the usual reason that we hear is the delay in land acquisition and it is the problem which causes delays. But besides land acquisition, – now we have a new Minister and, I am sure, he will give a new impetus to the programme; I am sure, he will be candid in his reply also-in his analysis, is excessive interference of the Ministry of Surface Transport one of the reasons? The change of five Chairmen in a period of two years and the repeated changing of the rules of tender documents to include or exclude certain bidders resulting in excessive litigation, which has also resulted in the delay of highway construction project, is also, in his analysis, one of the causes of delay?

SHRI KAMAL NATH: Sir, I don't want to say, at the outset, that there was any retard in the progress. If we look at the progress in the last five years, it was better than the progress in the previous five years. That is why when I say that we will do more. ...*(Interruptions)*...

SHRI RAVI SHANKAR PRASAD: Mr. Minister, it is not correct. ...*(Interruptions)*...

MR. CHAIRMAN: No, please. ...*(Interruptions)*... No. Please don't interrupt. ...*(Interruptions)*... No, please. ...*(Interruptions)*... Please allow the question to be answered. ...*(Interruptions)*...

श्री विक्रम वर्मा : सर, बार-बार चेयरमैन बदले गए ...(**व्यवधान**)...

MR. CHAIRMAN: Please allow the question to be answered. ऐसा मत कीजिए ...(**व्यवधान**)... A question has been asked by an hon. Member. Let it be answered.

SHRI KAMAL NATH: Sir, I was talking of the last five years. It is not my opinion. The roads are on the ground. If the roads are on the ground, they are measurable. What I simply said was that the number of roads or the kilometres built in the last five years was more than the kilometres built in the previous five years. Now you may say we should have doubled it. You can say that. You can have any comments. I don't think that we should try and look at it. ...*(Interruptions)*

SHRI RAVI SHANKAR PRASAD: I again challenge you. The Annual Report is before the House. I have written .. ...*(Interruptions)*... on this issue. Mr. Minister, you are wrong. Let us have a debate. ...*(Interruptions)*...

MR. CHAIRMAN: Okay. If you wish to have a debate, that is a separate matter. ...*(Interruptions)*.. Please allow this question to be answered. ...*(Interruptions)*...

SHRI RAVI SHANKAR PRASAD: The Annual Report of the NHAI is before the House. I can prove it. ...*(Interruptions)*...

MR. CHAIRMAN: All right. It is fine if you have a point. ...*(Interruptions)*... Please let the question be answered.

श्री विक्रम वर्मा : सर, चार चेयरमैन बदले गए, इस पर तो बताइए ...(**व्यवधान**)...

श्री सभापति : आप ज़रा बैठ तो जाइए ...(**व्यवधान**)...

श्री रवि शंकर प्रसाद : आप सच बोलिए ...(**व्यवधान**)... आप नए हैं। हम आपका सम्मान करते हैं, लेकिन आप सच्चाई स्वीकार कीजिए ...(**व्यवधान**)...

श्री सभापति : आप भी बैठ तो जाइए ...(**व्यवधान**)...

SHRI KAMAL NATH: Sir, I would be very happy to stand corrected by the hon. Member if what he is saying is the fact. ...*(Interruptions)*... Let me complete. Let me satisfy the hon. Member. The issue is not of when they were in Government when we were in government. Let us not give it this colour. But if the hon. Member feels so strongly that ten years ago the road progress was faster, certainly I stand corrected. But the figures. ...*(Interruptions)*...

श्री सभापति : देखिए आप इंटरप्ट मत कीजिए, प्लीज़ ...(**व्यवधान**)... अगर सवाल लीडर ऑफ अपोज़ीशन ने पूछा है, तो आप जवाब तो सुन लीजिए ...(**व्यवधान**)... Please don't do it.

SHRI KAMAL NATH: Sir, so far as the question of the hon. Member about the tenure of the Chairman and the interference of the Ministry is concerned, Sir, I really have not done an analysis of this because I want to look at the future, rather than looking at the past. ...*(Interruptions)*... Sir, there is no purpose in looking at the past. I don't see it having any relevance with the future. ...*(Interruptions)*...

श्री विक्रम वर्मा : जो चार आदमियों की जानकारी नहीं रख सकता, वह हिन्दुस्तान की सड़कों की क्या जानकारी रखेगा ...(**व्यवधान**)...

श्री सभापति : देखिए और लोग भी सवाल पूछना चाहते हैं, आप वक्त न ज़ाया कीजिए ...(**व्यवधान**)... प्लीज़, बैठ जाइए ...(**व्यवधान**)...

SHRI BALBIR PUNJ: Sir,... *

MR. CHAIRMAN: None of this will go on record. Please complete the answer so that we can go to the next question.

SHRI KAMAL NATH: Sir, I do not believe that there is any aspect of analysis in order for us to be able to do better which has not been done. We are in the process of doing it. That is why I have set this target. ...*(Interruptions)*...

MR. CHAIRMAN: Dr. Maitreyan. Let us have a precise question. We are losing precious time.

---

*Not recorded.

DR. V. MAITREYAN: Sir, the hon. Minister's reply very clearly shows that the National Highways Authority of India was virtually non-functional in the last five years. The hon. Prime Minister, himself, on the floor of this House during the reply on the Motion of Thanks to the President's Address did admit the inadequacies in the implementation of the NHDP programme. The Minister may not accept it today in the House, but he clearly sees the red signal in the NHDP programme. Yesterday, the hon. Minister spoke about the blueprint, which he is going to present to the....

MR. CHAIRMAN: Question please.

DR. V. MAITREYAN: I feel, between the red signal and the blueprint, we need a 'White Paper'.

MR. CHAIRMAN: What is the question?

DR. V. MAITREYAN: I would like to know from the hon. Minister whether he would come forward with a 'White Paper' on the functioning of the National Highways Authority of India during the past five years, like the hon. Railway Minister.

SHRI KAMAL NATH: Sir, I don't think there is any need of a 'White Paper'. ...*(Interruptions)*... Let me finish. Sir, I will be happy to have any engagement with the Members on the subject of the National Highways Authority about which they may want to know more. I will be very happy to do that. But we must recognise that the National Highways programme, which started ten years ago, is a very big challenge. It is a learning process. The first five-year period was one kind of a learning process when we were doing the Golden Quadrilateral. The next five-year period was another challenge. There are many challenges which...

SHRI M. VENKAIAH NAIDU: It is a learning process.

SHRI KAMAL NATH: Of course, it is a learning process. ...*(Interruptions)*...

MR. CHAIRMAN: I am afraid this is not helping matters.

SHRI KAMAL NATH: Sir, it is because new issues get thrown up and new problems keep coming up. Of course, it is a learning process. If the hon. Member feels that he is the know-all, I will be happy to be advised by him. But I would like to assure the hon. Members that if they want any discussion on this, I would be happy to have this discussion.

MR. CHAIRMAN: Shri Shivanand Tiwari.

SHRI BALBIR PUNJ: Sir, just one clarification.

MR. CHAIRMAN: No, no, there is no clarification please. ...*(Interruptions)*... There is no clarification. No clarification, ...*(Interruptions)*... I am afraid there is no clarification. ...*(Interruptions)*... Please resume your place. I think we are wasting precious time. Not even two questions have been completed in 40 minutes.

श्री शिवानन्द तिवारी : सभापति जी, बिहार खराब सड़कों के मामलें में काफी चर्चित रहा है। मैं माननीय मंत्री जी से जानना चाहता हूं कि 2004 में बिहार में ईस्ट-वेस्ट कॉरिडोर शुरू हुआ। वह 513.6 किलो मीटर बनाया जाना था, जिसका 15 पैकेज में टैंडर हुआ, लेकिन वह काम आज तक पूरा नहीं हुआ है। एनएचडीपी सैकेंड में भी बिहार में 10,015 किलोमीटर सड़क चिन्हित हुई। 26 जून, 2004 को घोषित हुआ कि बीओपी के ज़रिए हम फोर लेन सड़क बनाएंगे.....। आज तक उसका DPR भी फाइनल नहीं हुआ है। बिहार सड़क के मामले में बहुत कमज़ोर है। मैं माननीय मंत्री जी से यह जानना चाहता हूं कि ये जो दोनों योजनाएं हैं, इनको कब तक पूरा कराएंगे? जो दावा कर रहे थे पिछले 5 साल का, उसका यह एक नमूना है।

श्री कमल नाथ : सर, माननीय सदस्य की यह बात सच है कि जहां तक बिहार का प्रश्न है, तो इस मामले में बिहार में प्रगति कम हुई है। इसमें कोई शक नहीं है। पर अब बिहार की जो सड़कें हैं, उसमें जहां land acquisition की प्रॉब्लम है या अन्य प्रकार की समस्याएं हैं, इन पर विचार किया जा रहा है कि कौन-सा मॉडल वहां सही रहेगा, क्योंकि बहुत-सारी सड़कें ऐसी हैं, जहां BOT Model नहीं चलेगा। बहुत सारी सड़कों के लिए bids मंगाई गईं, जहां bids नहीं आईं या जहां single bid ही आई है; तो इस पर हम बिहार को प्राथमिकता देते हुए इसके लिए एक नई कार्य-योजना बना रहे हैं।

Annual growth of Textile Sector

*163. SHRI R.C. SINGH: Will the Minister of TEXTILES be pleased to state:

(a) the annual growth of textile sector in the country in the last ten years, year-wise and product-wise;

(b) what efforts his Ministry is making to ensure that textile industry sees beyond the US and Europe for its exports so as to ensure the growth of this sector;

(c) whether there is any plan before his Ministry for formulating National Fibre Policy for textile sector so as to achieve 9.10 percent growth; and

(d) if so, the salient features of the proposed policy?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) The details of annual growth of textiles sector in the country in the last ten years, year-wise and product-wise are given in the Statement (*See* below).

(b) In order to diversify the textiles exports and reduce dependence on EU and USA, Government is promoting an export policy regime which covers all the potential markets including the nations of South East Asia. The efforts envisage not only search for new markets but also of attracting direct foreign investment. Government is therefore promoting Textiles Mega Shows in new potential markets with assured market potential to showcase the entire textiles value addition chain as well as all facets of India's textiles and clothing industry. All the Textiles Export Promotion Councils shall be taking part in these Mega Shows to showcase 'Made-in-India' image in unison. Two such mega events have already been organized at Capetown and Johannesburg in South Africa; Buenos Aires in Argentina and Sao Paulo in Brazil. Another Mega Textiles Show is being organized in Japan